



# TRAVEL PLAN

LAND AT ROOK FARM, ST MARY'S ROAD  
HAYLING ISLAND, HAMPSHIRE

Client: Gladman



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## APPENDICES AVAILABLE IN TRANSPORT ASSESSMENT

# 1 INTRODUCTION

## 1.1 Purpose of Report

- 1.1.1 This Interim Residential Travel Plan (TP) has been prepared to accompany a planning application by Gladman Developments Ltd (Gladman) for a proposed residential development comprising up to 300 dwellings at Rook Farm off St Mary's Road, Hayling Island, Hampshire. The site is to be allocated for residential development as Policy H27 Rook Farm in the emerging Havant Borough Local Plan.
- 1.1.2 A previous application assigned the reference APP/17/00007 by Havant Borough Council (HBC), the local planning authority (LPA), for this site was submitted in December 2016, however planning permission was refused in April 2017 for a number of reasons, including highways. This report incorporates comments from Hampshire County Council (HCC), the local highway authority (LHA), with regard to the original application, and focuses on the opportunities to promote and encourage sustainable travel for future residents of the site and their visitors.
- 1.1.3 This report should not be seen as a definitive document but as the first stage of the Travel Plan (TP) process which will continue and evolve over time with input from the developer, HCC and HBC. This TP represents a commitment by Gladman to ensure that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted to residents and visitors.
- 1.1.4 The document has been prepared in accordance with the Government's Planning Practice Guidance: *Transport evidence bases in plan making* (2014) and *Travel plans, transport assessments and statements in decision-taking* (2014). It considers the accessibility of the site and safety for all modes of travel but specifically walking, cycling and public transport.
- 1.1.5 This document has been prepared alongside a Transport Assessment (TA) for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the TA Appendices are referenced in this document. The environmental impacts of transport have been considered in the Environmental Statement (ES).
- 1.1.6 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime Transport Planning accepts no liability for the accuracy or otherwise of this data.
- 1.1.7 Third-party rights are excluded for the use of information contained within this report.

## 1.2 Scope of Report

- 1.2.1 Following this introduction, the remainder of this report is structured as follows:

- Section 2 describes the relevant local and national TP policy and guidance and presents the objectives of this TP;
- Section 3 describes the existing situation in terms of the site and local highway network;
- Section 4 details the development proposal including the access strategy;
- Section 5 details access to the site by sustainable modes of transport which includes walking, cycling and public transport;
- Section 6 set outs the trip generation for the site and discusses the targets of this TP;
- Section 7 describes the measures to be employed to achieve the targets set; and
- Section 8 discusses the management of the TP and describes how it will be monitored and reviewed.

## 2 TRANSPORT POLICY AND GUIDANCE

### 2.1 National Planning Policy Framework

2.1.1 The current *National Planning Policy Framework* (NPPF) was published in July 2021 and sets out the Government's current planning policies. At the heart of the NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

2.1.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 105 that:

*'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'*

2.1.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

2.1.4 Paragraph 110 of the NPPF provides direction for the assessment of sites for development, stating:

*'...it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;*

*d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.1.5 In determining planning applications, paragraph 111 states that:

*'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

2.1.6 Paragraph 112 continues:

*'Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.1.7 Paragraph 113 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed'*.

2.1.8 Section 8 of NPPF, *Promoting healthy and safe communities* closely aligns with several of the principles of Travel Plans.

2.1.9 Paragraph 92 calls for developments to:

*'...achieve healthy, inclusive and safe places which:*

*a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*

*b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of*

*attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and*

*c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'*

- 2.1.10 Paragraph 98 highlights the importance of access to open spaces as well as opportunities for sport and physical activity in the context of the health and well-being of communities. Paragraph 100 continues to include the importance of access to and the enhancement of public rights of way (PRoW).

## 2.2 Planning Practice Guidance

- 2.2.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel plans, transport assessments and statements in decision-taking.

- 2.2.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

- 2.2.3 The core components of the requirements for assessment, as set out in the Guidance, can be summarised as:

*'The key issues, which should be considered in developing a transport evidence base, include the need to:*

- *assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms*
- *assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport*
- *highlight and promote opportunities to reduce the need for travel where appropriate*
- *identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate*
- *consider the cumulative impacts of existing and proposed development on transport networks*
- *assess the quality and capacity of transport infrastructure and its ability to meet forecast demands*
- *identify the short, medium and long-term transport proposals across all modes.'*

2.2.4 The principles set out in Planning Practice Guidance are consistent with the approach undertaken in the production of this Travel Plan.

## 2.3 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)

2.3.1 This Transport White Paper, prepared by the Department for Transport (DfT), states its vision for a *'transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities'*.

2.3.2 It believes that *'we can build the balanced, dynamic low carbon economy that is essential for our future prosperity'* by improving sustainable transport links and investing in new projects that *'promote green growth'* but importantly states that *'investment on its own is not enough – we also need to help people to make transport choices that are good for society as a whole'*.

2.3.3 The paper makes the pertinent point that *'two thirds of journeys are under five miles – many of these could be easily cycled, walked or undertaken by public transport'* but practical alternatives to private car use must be made more attractive. Their research suggests that a *'substantial proportion of car drivers would be willing to drive less, particularly for shorter trips'*.

2.3.4 It recognises that sustainable modes of travel are not viable alternatives to private car travel for all journeys, particularly those in rural areas or long distance trips. Greener car technologies will develop over the long term but *'sustainable travel initiatives are available now, and will continue to have benefits for congestion and wealth'*. It states that short, local journeys are where the greatest opportunities for encouraging sustainable travel lie.

2.3.5 In terms of how sustainable transport choices can be encouraged, the White Paper believes that *'it is at the local level that most can be done to enable people to make more sustainable transport choices'*. At this level it can be a mix of smaller-scale transport schemes and citizens acting together which can facilitate the effective delivery of local transport solutions that are *'developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities'*.

## 2.4 National Climate Change Agenda

2.4.1 In 2019 the UK Government made an Order to The Climate Change Act of 2008. Through this Order, the Government committed to make the UK a 'net zero' emitter of greenhouse gases by 2050 relative to 1990 emission levels. One way to help achieve this is the reduce greenhouse emissions caused by road traffic, with the Government announcing the ban of new petrol and diesel engine cars by 2030, outlining a clear shift toward electric vehicles, whilst at the same time continuing to encourage active travel (walking and cycling) as well as public transport use.

## 2.5 Manual for Streets and HCC Technical Guidance Notes

2.5.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.5.2 The focus of MfS is to demonstrate the:

*'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).*

2.5.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.5.4 In September 2010 a companion document *Manual for Streets 2 – wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.5.5 HCC has produced a series of *Technical Guidance Notes* to replace its *Companion Document to Manual for Streets* which, for a time, sat alongside MfS. The Notes include its standards for adoption.

## 2.6 Hampshire Local Transport Plan

2.6.1 HCC's Local Transport Plan (LTP) was formally approved in 2011 and covers the period to 2031.

2.6.2 The LTP is written in two parts: an LTP Strategy and an LTP Implementation Plan. The LTP Strategy is a comprehensive document which covers a 20-year period, from 2011 to 2031, and as such is intended to set out a long-term vision for how the transport network of Hampshire will be developed. The LTP Implementation Plan is a shorter document which comprises a three-year prioritised programme of integrated transport schemes to be delivered between 2014/15 to 2016/17.

2.6.3 The LTP sets out three main transport priorities for Hampshire for the next 20 years, these being:

- *'Main Priority 1: To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire;*
- *Main Priority 2: Provide a safe, well-maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction; and*
- *Main Priority 3: Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods.'*

2.6.4 The LTP sets fourteen further policy objectives organised under the following five 'themes':

- A. Supporting the economy through resilient highways;
- B. Management of traffic;
- C. The role of public transport;
- D. Quality of life and place; and
- E. Transport and growth areas.

2.6.5 Theme E in particular relates to the link between transport and land-use policy, and in discussing Theme E, the LTP notes that:

*'Whilst acknowledging that most people will wish to own and use cars, it is important that new development is planned to avoid increasing traffic pressure by ensuring that attractive sustainable transport alternatives are available. These alternatives then need to be promoted to ensure that those working and living within new developments are aware of the travel choices open to them.'*

2.6.6 Chapter 7 of the LTP specifically addresses the South Hampshire Joint Strategy area, which includes Hayling Island and Havant, and has been developed jointly by HCC, Portsmouth City Council and Southampton City Council, working collectively as Transport for South Hampshire (TfSH). The vision for TfSH is to create:

*'A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment'.*

2.6.7 There are 10 transport policies relevant to Hayling Island which are as follows:

- *Policy A: To develop transport improvements that support sustainable economic growth and development within South Hampshire;*

- *Policy C: To optimise the capacity of the highway network and improve journey time reliability for all modes;*
- *Policy D: To achieve and sustain a high-quality, resilient and well-maintained highway network for all;*
- *Policy E: To deliver improvements in air quality;*
- *Policy G: To improve road safety across the sub-region;*
- *Policy H: To promote active travel modes and develop supporting infrastructure;*
- *Policy I: To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services;*
- *Policy L: To work with Local Planning Authorities to integrate planning and transport;*
- *Policy M: To develop and deliver high-quality public realm improvements; and*
- *Policy N: To safeguard and enable the future delivery of transport improvements within the TfSH area.*

2.6.8 HCC is currently working on LTP4 which seeks the following outcomes:

- A carbon neutral, resilient Hampshire;
- Respect and protect Hampshire's environment;
- Thriving and prosperous places; and
- Healthy, happy and inclusive lives.

## 2.7 Havant Borough Council Core Strategy

2.7.1 The Havant Borough Council Core Strategy (2011-2026) was adopted in March 2011, and is the principal document in the Council's Local Plan.

2.7.2 The document sets out a vision for the future development of the Borough between 2011-2026, which is to transform Havant Borough into a *'cleaner, safer and more prosperous place. It will be a place where people of all ages and circumstances will want to live, visit or work.'*

2.7.3 The Core Strategy comprises seven key themes, which are as follows:

1. Health and Wellbeing;
2. Promoting Havant Borough's Economy;
3. Regeneration and Community Support;
4. Community Safety;
5. Housing;
6. Caring for Our Borough; and
7. Infrastructure, Implementation and Monitoring.

2.7.4 The Core Strategy also sets out Development Management Policies, which are as follows:

- *Health and Wellbeing – Community Facilities, Recreation and Open Space;*
- *Promoting Havant Borough's Economy;*
- *Housing;*
- *Caring for Our Borough; and*
- *Infrastructure – Transport*

2.7.5 The following Development Management (DM) Policies are set out under 'Infrastructure-Transport'.

*DM Policy 11 – Planning for More Sustainable Travel*

2.7.6 Within the document it states that 'the Council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures'.

2.7.7 The document sets out a list of measures including:

1. *'Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes;*
2. *Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards;*
3. *Securing appropriate improvements to public and community transport in accordance with the Hampshire Local Transport Plan and the relevant sub-regional transport strategy;*
4. *Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network; and*
5. *Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes.'*

*DM Policy 12 – Mitigating the Impacts of Travel*

2.7.8 It is stated in the document that 'new developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change'.

2.7.9 By ensuring that the above is met, Havant Borough Council have set out the following criteria:

1. *'Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions;*

2. *The submission of a Transport Assessment and Travel Plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications;*
3. *The submission of a Transport Statement must accompany planning applications to explain changes to travel demand;*
4. *A bond is provided which will be used to mitigate negative travel impacts of the development, should the Travel Plan fail to achieve its targets; and*
5. *In relation to outline planning applications, a framework for the preparation of Travel Assessments and Travel Plans will be submitted with the planning application proposals.'*

DM Policy 13 – Car and Cycle Parking in Residential Development

2.7.10 It is set out in the document that:

*'Residential Development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.'*

## 2.8 Havant Borough Parking Supplementary Planning Document

2.8.1 The Supplementary Planning Document (SPD) was adopted in 2016. The document provides comprehensive information and local standards with regards to parking provision and design in residential developments. Image 2.1 below is Table 4A from the document and shows the allocated vehicle parking standards, Image 2.2 is Table 4B from the document and shows the shared/communal parking standards and Image 2.3 is Table 4D from the document and shows the cycle parking standard.

**Image 2.1: Allocated Parking Standards**

| TABLE 4A                             |                                 |                    |                           |
|--------------------------------------|---------------------------------|--------------------|---------------------------|
| C3 Dwelling Houses – Vehicle Parking |                                 |                    |                           |
| Zone<br>Size of dwelling             | Minimum Car Parking Requirement | Havant Town Centre | Waterlooville Town Centre |
| 1 Bed Unit                           | 1 space                         | Max 1 space        | Max 1 space               |
| 2 Bed Unit                           | 2 spaces                        | Max 1 space        | Max 1 space               |
| 3 Bed Unit                           | 2 spaces                        | Max 1 space        | Max 2 spaces              |
| 4+ Bed Unit                          | 3 spaces                        | Max 2 spaces       | Max 2 spaces              |

**Image 2.2: Shared/Communal Parking**

| TABLE 4B                                                   |                                 |                    |                           |
|------------------------------------------------------------|---------------------------------|--------------------|---------------------------|
| C3 Dwelling Houses – Shared/Communal Parking (unallocated) |                                 |                    |                           |
| Zone<br>Size of dwelling                                   | Minimum Car Parking Requirement | Havant Town Centre | Waterlooville Town Centre |
| 1 Bed Unit                                                 | 0.9 spaces                      | Max 0.5 spaces     | 0.6 spaces                |
| 2 Bed Unit                                                 | 1.3 spaces                      | Max 0.8 spaces     | 1 space                   |
| 3 Bed Unit                                                 | 1.9 spaces                      | Max 1 spaces       | 1.4 spaces                |
| 4+ Bed Unit                                                | 2.4 spaces                      | Max 1.2 spaces     | 1.8 spaces                |

**Image 2.3: Cycle Parking/Storage Provision**

| TABLE 4D                                             |                   |                                                                                                                                                       |
|------------------------------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| C3 Dwelling Houses – Cycle Parking/Storage Provision |                   |                                                                                                                                                       |
| Size of Dwelling                                     | Long stay         | Short Stay                                                                                                                                            |
| 1 Bed Unit                                           | 1 space per unit  | In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard. |
| 2 Bed Unit                                           | 2 spaces per unit |                                                                                                                                                       |
| 3 Bed Unit                                           | 2 spaces per unit |                                                                                                                                                       |
| 4+ Bed Unit                                          | 2 spaces per unit |                                                                                                                                                       |

- 2.8.2 The standards for allocated and shared/communal cars parking vary based on the house type and the local area's level of accessibility as do the standards for cycle parking.

## 2.9 Emerging Havant Local Plan

- 2.9.1 HBC is currently working on a new Local Plan to guide the borough's growth strategy up to 2037. The draft version of the Local Plan was submitted for examination to the Secretary of State for Housing Communities and Local Government on 12<sup>th</sup> February 2021 and was subject to Examination in Public (EiP) in summer 2021. At the time of writing, we understand that the Inspectors have provided HBC with an initial response which requires the LPA to undertake further work, but a summary of the submission version of the Local Plan is as follows.
- 2.9.2 The emerging Local Plan identifies six overlapping strategic priorities which make up HBC's vision for the future. Of particular relevance to highways and transportation is the priority, *'Communities are supported through new infrastructure and improvements to the network.'* This calls for new developments to be supported with the *'right infrastructure'* to be secured alongside them with a link between transport infrastructure and attractiveness and sustainability. There is also a desire for an integrated public transport system.

- 2.9.3 The regeneration of Hayling Island is referred to as Key Project 3 (KP3). The focus for the regeneration is on the sea front but clearly new residential development on the wider island, rather than just the sea front, can aid the regeneration. In a similar vein, such new residential development can aid KP6 Langstone Technology Park, by providing potential future staff with quality new homes just a short distance away.
- 2.9.4 Infrastructure is addressed in policies IN1 to IN5 with IN2 to IN5 being particularly relevant to transport as follows:

IN2: Improving transport infrastructure

*'The principle of development will be supported for transport and land use proposals which:*

- a. Improve accessibility to goods, services and employment for all and provide transport options that promote equality;*
- b. Improve the network of infrastructure which encourages sustainable, low carbon transport modes, with a particular emphasis on healthy non-motorised modes and public transport;*
- c. Provide transport management measures to ensure the safe and efficient operation of the strategic and local road network;*
- d. Prioritise transport improvements that support economic growth;*
- h. Mitigation schemes identified through the Local Plan Transport Assessment and Hayling Island Transport Assessment; and*
- j. Delivery of new, or improvements to existing rights of way, to enhance the network of sustainable and leisure travel routes.'*

IN3: Transport and parking

*'Development proposals will be permitted, provided that the site is designed so that:*

- a. Safe and suitable access to the site is provided for all people and modes of transport;*
- b. Sustainable modes of travel are encouraged and supported through on and/or off-site measures;*
- c. The site layout encourages lower vehicle speeds, and prioritises the safe and convenient movement of pedestrians and cyclists within the site;*

- d. Pedestrian and cycle routes are provided which conveniently reach all parts of the site, and link with the wider network beyond the site, providing a high level of permeability;*
- e. Any existing public rights of way are safeguarded and where appropriate improved, and new routes provided where appropriate;*
- f. The streets and public and private parking areas contribute positively to the design of the development and deliver a high quality public realm, including the use of high quality materials and integration of landscaping;*
- g. Sufficient visibility and lighting is provided for the safe and convenient use of the roads, cycle routes, walking routes and parking places;*
- h. Adequate provision is made for varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and conveniently;*
- i. Provision is made for the parking of cars, motor cycles and cycles in line with Council standards;*
- j. Electric Vehicle charging infrastructure is provided for:*
  - i. Each new residential unit with private off-street parking;*
  - ii. An appropriate number of spaces in shared parking at residential and commercial development where long-term parking for staff or residents is provided.*
- k. Where required, a satisfactory Transport Statement or Transport Assessment is submitted in support of the planning application to evaluate transport impacts, and to demonstrate that proposed transport improvements will meet the needs of the development and mitigate adverse impacts;*
- l. The traffic generated by the development, taking into account any proposed avoidance and mitigation measures, would not result in severe cumulative impacts on the transport network or the environment;*
- m. A Travel Plan is provided in support of a planning application where appropriate in relation to the scale and type of development.'*

#### IN4: Access onto Classified Roads

- 'a. Proposals for additional accesses onto classified roads, or an intensification of use of existing accesses, will only be permitted where the arrangements on the site allow vehicles to turn, so they can enter and leave the site in forward gear.*

*b. Notwithstanding criterion a), on the A3023 at Langstone and Hayling Island additional access points, or an intensification of use of existing accesses, will not be permitted, unless*

*i. they form part of a proposal to deliver a development site allocated in this Plan and the proposal includes a satisfactory highways mitigation scheme designed to minimise friction; or*

*ii. the access is specifically part of a transport mitigation scheme.'*

IN5: Future management and Management Plans

*'When granting planning permission for development that includes new 'common parts' a legal agreement will be required that provides for their sustainable management and maintenance through either:*

*a. Design and construction in full compliance of an adopting authority's standards, together with the provision of an in-perpetuity maintenance payment to be agreed with the adopting authority; or*

*b. The whole-life management and maintenance of the common parts is secured through a legal agreement which establishes a management company.'*

2.9.5 In addition to the above, there are a series of environmental policies, with 'E2: Health and wellbeing' calling for: the promotion of active and healthy lifestyles; easy and safe access to education and employment; and enhancement of existing and facilitation of new opportunities for active travel (walking and cycling).

2.9.6 The development site forms Policy H27: Rook Farm for 'about' 390 dwellings. The policy requires: a TA and TP, which have been prepared; access from Manor Road (changed to Lulworth Close in advance of the EiP); emergency access (with pedestrian and cycle connectivity) from St Mary's Road; a high degree of permeability for pedestrians and cyclists with connection to existing public rights of way (PRoW) and the adjacent H28 Fathoms Reach emerging allocation; and protection and enhancement of the existing PRoW.

2.9.7 With regard to access, discussions took place between the applicant, HBC, HCC and Prime from 2019 onwards. It was made clear by the applicant and Prime, that access from Manor Road was not achievable nor feasible for a number of reasons including but not limited to the requirement for significant areas of third-party land and engineering constraints associated with the potential access junction from Manor Road. Prior to EiP, HBC changed the wording of the policy to require the allocation to be accessed from Lulworth Close north of the site. However many of the reasons given by the applicant and Prime regarding access from Manor Road remained applicable. Detailed evidence to outline the applicant's position and demonstrate that safe and convenient access could

be achieved from St Mary's Road was formally submitted prior to EIP and further verbal evidence given to the Inspectors during the Examination. More details of the proposed access arrangement are provided in Section 4.

## 2.10 Hayling Island Transport Assessment (2019) and Addendum (2020)

- 2.10.1 The Hayling Island Transport Assessment (HITA) and its subsequent Addendum was prepared by HBC's consultant, CampbellReith, with modelling support from Systra. The HITA included a thorough review of existing baseline traffic and transportation conditions, presented the results from the Hayling Island microsimulation model and considered initial network improvements and interventions.
- 2.10.2 The HITA Addendum affirmed a package of mitigation measures required to enable the Local Plan development to be delivered without resulting in a 'severe' impact on the island's highway network and a section of the network on the mainline in the vicinity of Langstone and Havant town. The microsimulation model was used to assess the impact and sequentially test the mitigation package. H27 Rook Farm was included in the traffic model as an allocation for up to 395 dwellings.
- 2.10.3 It was concluded that the Local Plan development could be safely accommodated on the local highway network without a 'severe' cumulative impact subject to the delivery of the mitigation package, which the developers behind the emerging allocations would be expected to financially contribute to on a scale commensurate to the size of the individual developments.

## 2.11 Travel Planning Guidance

- 2.11.1 HCC has a webpage relating to the preparation of Travel Plans for all development types (<https://www.hants.gov.uk/transport/developers/travelplans>) this offers advice as to when a travel plan is needed, the contents required for travel plans and further advise as to how they are assessed and monitored. This online guidance also links back the Travel Planning Service available from the Council which helps support developers through the entire travel planning process.
- 2.11.2 The website content notes the need for Travel Plans to assist to '*reduce the number of people travelling by car alone*'. Useful weblinks are provided to aid sustainable journey planning and will be referenced in Section 7 of this report.

## 2.12 Travel Plan Objectives

- 2.12.1 From consideration of national and local transport policy it is clear that TPs have an important role in reducing congestion, minimising the environmental impact of travel and in supporting healthy living. Clearly providing funding alone is insufficient to encourage the use of sustainable modes of transport; any funding should be accompanied by encouragement to use these modes and promotion of their benefits.

2.12.2 From consideration of national and local transport policy it is clear that TPs have an important role in reducing congestion, minimising the environmental impact of travel and in supporting healthy living. Clearly providing funding alone is insufficient to encourage the use of sustainable modes of transport; any funding should be accompanied by encouragement to use these modes and promotion of their benefits.

2.12.3 In line with the abovementioned policy and guidance, Gladman feel that the TP should have the following objectives:

- Reduce the number of people travelling by car alone in line with HCC's aim;
- Enable residents of the site and visitors to it to make sustainable travel choices that benefit themselves, their community and the environment;
- Design the development in such a way that it is accessible to all people regardless of any disability or impairment in order to enhance social inclusion;
- Raise awareness of the benefits of sustainable transport modes in terms of the benefits to individuals, local communities and the environment;
- Ensure that sustainable travel modes offer convenient options for door-to-door travel; and
- Ensure that sustainable travel choices are encouraged in the short term and continue to be used in the long term.

## 2.13 Summary

2.13.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. The objectives of the TP have also been stated. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

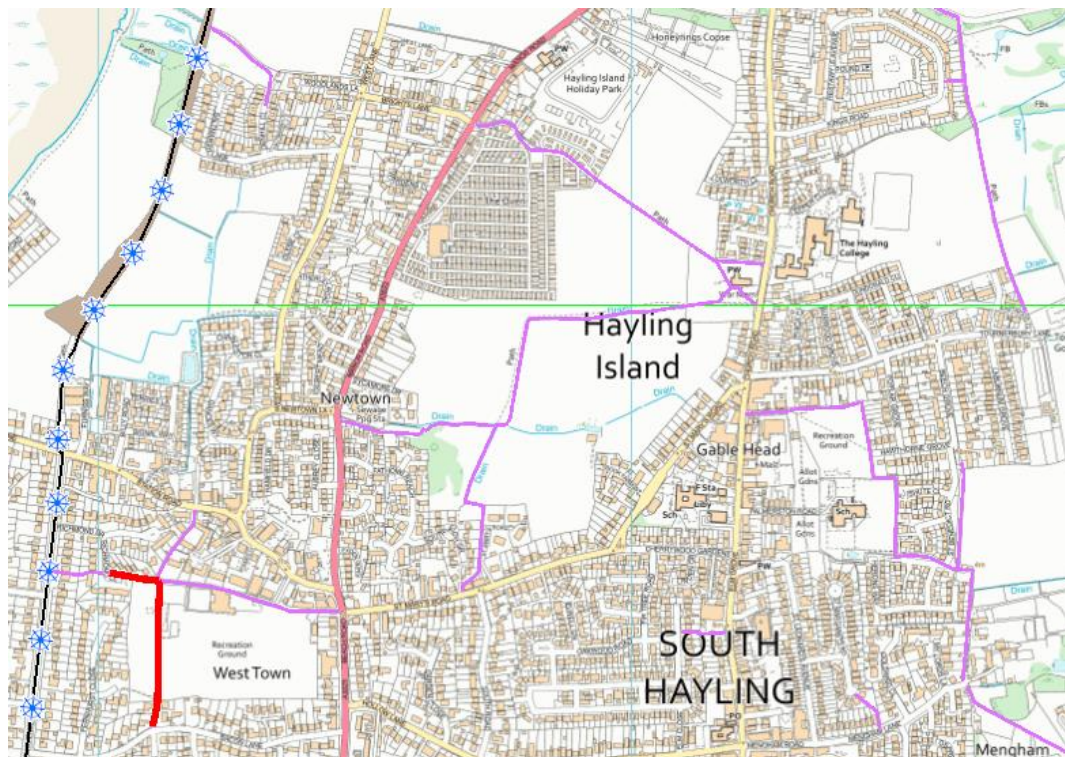
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## 3 EXISTING SITUATION

### 3.1 Site Description

- 3.1.1 The application site is currently largely undeveloped and in agricultural use. It is located in the Gable Head area of Hayling Island to the north of the South Hayling area. The site is bound to the south and east by existing residential properties off St Mary's Road and Church Road and bound to the north and west by open space. The site's only frontage with the adopted highway network is an approximately 30m wide section with St Mary's Road, in between numbers 115 and 123.
- 3.1.2 Hayling Island itself is a true island with a single bridge connection from the mainland. The Gable Head area is approximately 4.5 miles south of the centre of Havant and 10 miles east of Portsmouth. The location of the site in the context of Hayling Island and the local highway network is illustrated in Figure 1 in Appendix B.
- 3.1.3 Image 3.1, an extract of HCC's online mapping system, shows the various public rights of way (PROW) in the vicinity of the site. Footpaths are highlighted purple with Footpath 93 running along but outside of the northern boundary of the site from St Mary's Church to Footpath 92 which continues south along but outside of the western boundary then west to Manor Road. Footpath 94 runs from Footpath 92 to St Mary's Road at Southleigh Grove. Footpath 96 runs west from the St Mary's Road/Beach Road junction to the long distance route Shipwrights Way, indicated by the black line with blue markers.

**Image 3.1: Extract from HCC's Online Mapping System Depicting the Public Rights of Way**



Source: <https://maps.hants.gov.uk/rightsofwaydefinitivemap/largemap>

## 3.2 Local Highway Network

### St Mary's Road

- 3.2.1 As mentioned above, St Mary's Road is the site's only frontage with the local highway network. It is a residential local access collector road effectively connecting Church Road to Manor Road as well as providing access to a number of side roads, along with many properties which have driveway frontage with it. The road is best described in two sections, with the north-eastern section running diagonally from a priority-controlled junction with ghost island right turn with Church Road in the north-east, to Cherrywood Gardens where it forms a split priority junction. The western section then continues west from this junction to a priority-controlled junction with minor arm flare with Manor Road.
- 3.2.2 St Mary's Road is two-way with a single lane in each direction. It is subject to a 30mph speed limit. The road also provides access to Mengham Infant School, a public car park and a retirement home. A central reserve is present in the vicinity of the school access which includes an uncontrolled crossing. A school bus stop with layby is also present at this location. Double yellow lines restrict parking between the Church Road junction and the school while some on-street parking is permitted between the school and Cherrywood Gardens. Parking restrictions are largely not present along the western section. Continuous footway is present along the southern side of the western section while the footways along the eastern section are somewhat intermittent but safe contiguous walking routes are available by crossing over the road. Traffic calming features are not present on St Mary's Road.

### Church Road/Elm Grove/Sea Grove Avenue

- 3.2.3 Church Road runs south from the A3023 roundabout becoming Elm Grove south of St Mary's Road then Sea Grove Avenue as it approaches Sea Front, the coast road. The road is one of the two distributor roads in the southern half of the island. It collects traffic from numerous side roads with many residential and commercial properties also taking access from it. Several bus stops can be found along Church Road within a reasonable walking distance of St Mary's Road. Between Gable Head and South Hayling it acts as the local high street with shops and other businesses forming the majority of the frontage and wide footways being present. It is subject to a 30mph speed limit.

### A3023

- 3.2.4 The A3023 is the primary distributor road that connects the island with the mainland. It runs south from a grade separated traffic signal-controlled roundabout with the A27 and Park Road South to the south of Havant where it is named Langstone Road. It then bridges over Chichester and Langstone Harbours with the structure commonly known as Langstone Bridge. The bridge itself has a single lane in each direction and shared cycleways on each side of the carriageway. Continuing onto the island, the A3023 is named Havant Road and passes through the Stoke area where the speed limit reduces from 40mph to 30mph and provides access to side roads and driveway access to residential and commercial properties. This characteristic continues further south although driveway frontage

becomes more prevalent as the surrounding areas become more urban. To the west of the roundabout with Church Road, the A3023 continues west then south running parallel to Church Road/Elm Grove/Sea Grove Avenue to Sea Front passing through a district centre in the vicinity of St Mary's Road.

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## 4 DEVELOPMENT PROPOSAL

### 4.1 Development Description

- 4.1.1 Gladman is seeking outline planning permission for up to 300 dwellings on land at Rook Farm off St Mary's Road, Hayling Island. The nature of the application will mean that all matters will be reserved except for access.
- 4.1.2 Further details on the mix of dwelling types and areas of public open space will be provided in other documents submitted as part of the planning application. These documents should be available via the online HBC planning portal.
- 4.1.3 It is recognised that the emerging Local Plan policy for the site states up to 390 dwellings, however detailed masterplanning informed by on-site investigations undertaken by the applicant has shown this quantum to not be achievable. The proposals for up to 300 dwellings is a more realistic, achievable quantum.
- 4.1.4 A Development Framework Plan has been produced by FPCR and forms part of the supporting documentation for the planning application. It is not included within this document as it has the potential to be revised up to the point of submission and therefore, to avoid conflicting and superseded layouts being submitted within the various planning documents, it is omitted from this report.
- 4.1.5 The Development Framework Plan shows that the site is to be served via a new access from St Mary's Road with the primary access route running through the portions of the site to be developed. This developed area will be surrounded by green infrastructure and a play area. Pedestrian accesses will connect to a number of the local PRoWs that border the site.

### 4.2 Access Strategy

#### Vehicular Access

- 4.2.1 It is suggested that a single main access will be appropriate to serve this development. This will take the form of a priority-controlled junction located at the St Mary's Road frontage. The junction has been located in the optimum location at the site frontage following a detailed swept path analysis detailed below. The proposed access strategy is shown in Drawing P21033-001D in Appendix D of the TA.
- 4.2.2 The proposed access consists of a 6.5m wide carriageway, 2 x 2m wide footways and 8m junction radii. These dimensions accord with MfS guidelines in that they are greater than the minimum width required to allow two vehicles to pass. The width proposed is greater than the 5.5m commonly used to access major residential estates in order to better facilitate construction vehicle access, with HCC

- objecting to the previous application on the ground that sufficient evidence regarding this matter had not been submitted. The swept path analysis used to determine this width is detailed in the TA along with further technical details of the proposed access and an independent Stage 1 Road Safety Audit.
- 4.2.3 The two footways will tie in to the existing provision on St Mary's Road which itself will be extended further south-west as shown on the abovementioned drawing. The width of new footway provision along St Mary's Road will be limited by the available highway verge. A topographic survey used in the design shows that a footway of a varying width of between 1.8m and 2.0m is present, albeit with some overhanging vegetation that should be cut-back, until outside property number 109.
- 4.2.4 An uncontrolled crossing will be provided in advance of this point. The crossing will consist of dropped-kerbs and tactile paving, allowing pedestrians to cross to the existing footway on the south-eastern side of the road where a new section of footway will be provided. The applicant is mindful of the presence of a mature tree in this location and has sought the advice of an arboricultural consultant who has suggested that root-friendly surfacing (cellular confinement system) and construction methods (hand-tooling) can be used to minimise any damage to the tree roots, with the latter appearing to have been used when the new kerb edge was installed as part of the Limewood development. Additional dropped-kerbs and tactile paving will then aid the crossing of the public car park access. Provision of this section of footway and crossing improvements will offer some benefit to existing pedestrians on St Mary's Road.
- 4.2.5 To maximise accessibility, Gladman will be willing to fund the provision of a white-lined safety zone through the HBC owned public car park to the footpath that leads to Elm Grove as shown indicatively on Drawing P21033-001D in TA Appendix D. This route will provide a convenient cut-through for many residents of the site.
- 4.2.6 Drawing P21033-001D in TA Appendix D demonstrates that adequate pedestrian-vehicle intervisibility to the proposed uncontrolled crossings can be achieved.
- 4.2.7 To further maximise accessibility, Gladman is willing to fund the provision of two uncontrolled crossings with pedestrian refuge islands in the ghost island tapers on Church Road/Elm Grove as shown on Drawing P21033-002B in TA Appendix D. These features demarcate safe places to cross and allow Church Road/Elm Grove to be crossed in two movements. The provision of the northern crossing will require the removal of a short section of the bus layby by building out the footway, but this will not affect the operation of the layby as the parallel section will still be greater than the 17m minimum length required, which was confirmed by Stagecoach in the correspondence provided in TA Appendix G. A swept path analysis has been provided for a bus using the layby as shown in Drawing P21033-007B in TA Appendix D, an earlier version of which was provided to Stagecoach in the aforementioned email chain. The provision of the refuge islands should also encourage slower speeds through the junction by creating a narrowing effect.

- 4.2.8 A traffic island is also proposed across the St Mary's Road arm of its junction with Church Road/Elm Grove/Tournerbury Lane as shown in Drawings P21033-001D and P21033-002B in TA Appendix D. The northern kerb will need to be realigned to accommodate the traffic island, with the dropped kerbs reinstated to maintain access to the 'works' on the northern side, which remains accessible with swept path analysis undertaken during the design process. Tactile paving has not been shown on the northern arm given that vehicle accessing the works may drive over it resulting in damage to the paving, however stainless steel tactile studs could be used which can be explored further at the detailed design stage.

#### Additional Accesses for Pedestrians

- 4.2.9 Whilst the vehicular access will cater for all road users, the accessibility of the site by sustainable modes of transport will be enhanced by the provision of two pedestrian accesses onto Footpath 94 which provides connection to other footpaths and to Southleigh Grove, via the adjacent Fathoms Reach emerging allocation (H28), and the south-western section of St Mary's Road.

### 4.3 Internal Layout

- 4.3.1 It is expected that the masterplan associated with any reserved matters application will include turning areas within the site for vehicles, either in the form of internal loops or turning heads.
- 4.3.2 The design speed of the access road will be 20mph. While the internal layout will be subject to a separate Reserved Matters application by the potential house builder, it is expected that it will be based on MfS design guidance meaning that the layout will focus on the needs of pedestrians, cyclists and public transport users, create a sense of place and community, create permeable streets offering good quality connections and will recognise the needs of people of all ages and abilities. All of these should be achieved without over-designing.
- 4.3.3 The proposed access strategy and pedestrian improvements will enhance the site's permeability and connectivity by sustainable modes of travel. It will also help the site to integrate with the existing and proposed surrounding residential areas and is therefore compliant with the various Themes and Objectives outlined within the LTP document.

### 4.4 Parking

- 4.4.1 The Havant Borough car and cycle parking standards are presented in Section 2 and vary depending on the dwelling size and establishment type. The housing mix has not been finalised as part of this outline application and will be addressed as part of the reserved matters application but it is expected that the subsequent reserved matters application will provide sufficient parking to comply with the relevant standards at the time of submission.

## 4.5 Traffic Calming Scheme

- 4.5.1 In acknowledgement of the site's proximity to Mengham Infant School and CherryHarbour Nursery, the applicant is willing to fund a traffic regulation order (TRO) to reduce the speed limit on St Mary's Road to 20mph along with an accompanying traffic calming scheme to be discussed with HCC and HBC.

## 4.6 Summary

- 4.6.1 As described in this section, the development will conform to a number of national and local policy guidance and has been subject to an independent Stage 1 Road Safety Audit. The design of the site accesses will conform to the standards in MfS. As such the design will also conform to and complement several national and local policies. The relevant local transport policies pertinent to the development proposals include: LTP Main Priorities 1 and 2; TfSH LTP policies A, H and M; HBC Core Strategy policies DM11 and DM13; and HBC emerging Local Plan policies IN2, IN3, IN4, E2 and the permeability requirement of H27.
- 4.6.2 The design reflects the MfS principles of inclusive design, shifting from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users, controlling speeds, not overdesigning and creating permeable streets. These principles in turn help the site to conform to NPPF guidance, as seen within paragraph 112 in giving priority to pedestrian and cycle movements and minimising conflict for these users, as well as paragraph 110 in promoting sustainable transport modes and creating '*safe and suitable access to the site*' along with paragraphs 98 and 100 by providing opportunity for physical activity and enhancements to PRoW.

## 5 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

### 5.1 Introduction to Sustainable Modes

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The *National Design Guide* (2021) defines sustainable transport modes as:

*'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.'*

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

### 5.2 Access on Foot

- 5.2.1 The site is located adjacent to existing residential areas and close to the amenities of Hayling Island. As stated in Section 4, together with the vehicular access, the development proposals include pedestrians only accesses to the PRow network.
- 5.2.2 The development proposals include uncontrolled crossings on St Mary's Road, Elm Grove and Church Road. These will encourage walking to and from the site and will not only benefit future residents of the site but existing local residents. They will be particularly beneficial for walking trips to/from the local schools, creating safer routes.
- 5.2.3 Research has indicated that acceptable walking distances depend on several factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

**Table 5.1: Suggested Acceptable Walking Distances**

| Criteria          | Town Centres (m) | Commuting/School/Sightseeing (m) | Elsewhere/Local Services (m) |
|-------------------|------------------|----------------------------------|------------------------------|
| Desirable         | 200              | 500                              | 400                          |
| Acceptable        | 400              | 1000                             | 800                          |
| Preferred Maximum | 800              | 2000                             | 1200                         |

Source: CIHT Document *'Providing for Journeys on Foot'* (2000)

- 5.2.4 To illustrate the site's accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Visography TRACC Figure 2 in TA Appendix B, represents the site's walking catchment for local service and commuting/school trips. The walking

catchment is based on the distances of 1200m and 2000m 'Preferred Maximum' by the CIHT for local service and commuting/school trips respectively.

5.2.5 Shown within the figure is a selection of local schools, local amenities and places of employment. To provide an accurate representation of the future highway and footway network in the area, the site's proposed vehicular access, as well as the pedestrian and pedestrian/cycle only accesses have been manually added to the network used for the isochrone, as have local PRoWs. The local bus stops are also shown in Figure 2.

5.2.6 Table 5.2 below summarises the distance and the typical time it would take to walk from the centre of the site to the local amenities and centres of employment and education, identified in Figure 2 of Appendix B via the road and/or PRoW network. It provides a comparison against those distances recommended in the CIHT's Providing for Journeys on Foot. The time it takes is based on a walking speed of 4.8kph which corresponds with the TRACC default, which itself is based on advice in the DfT document *Transport Connectivity Travel Time Indicators: Guidance Notes*.

**Table 5.2: Distance and Walking Time Taken from Site to Local Amenities**

| Employment/ Education/ Amenity  | Distance from Site (m) | Preferred Max Walk Distance (m) | Walk Time (mm:ss) |
|---------------------------------|------------------------|---------------------------------|-------------------|
| Hayling Billy Public House      | 273                    | 1200                            | 03:28             |
| Co-Operative Foodstore          | 364                    | 1200                            | 04:34             |
| Restaurant                      | 376                    | 1200                            | 04:44             |
| Recreation Ground               | 476                    | 1200                            | 06:01             |
| Mengham Infant School           | 480                    | 2000                            | 06:03             |
| St Mary C of E Church           | 525                    | 1200                            | 06:36             |
| Library                         | 605                    | 1200                            | 07:36             |
| Restaurant                      | 623                    | 1200                            | 07:50             |
| Hayling Christian Centre        | 681                    | 1200                            | 08:33             |
| The Hayling College             | 708                    | 2000                            | 08:56             |
| Mengham Junior School           | 711                    | 2000                            | 08:58             |
| Health Centre                   | 794                    | 1200                            | 09:58             |
| Food Takeaway                   | 905                    | 1200                            | 11:22             |
| South Hayling District Centre   | 928                    | 1200/2000                       | 11:37             |
| West Town District Centre       | 991                    | 1200/2000                       | 12:23             |
| Tesco Express                   | 996                    | 1200                            | 12:29             |
| Hayling Island Community Centre | 1023                   | 1200                            | 12:50             |
| Sainsbury's Local               | 1052                   | 1200                            | 13:12             |
| Tournerbury Golf Course         | 1053                   | 1200/2000                       | 13:13             |
| Pharmacy                        | 1059                   | 1200                            | 13:16             |
| Lidl                            | 1225                   | 1200/2000                       | 15:21             |
| Tennis Club                     | 1233                   | 1200                            | 15:31             |
| CherryIsland Nursey             | 1316                   | 2000                            | 16:34             |
| Amusement Park                  | 1336                   | 1200                            | 16:48             |
| Mill Rythe Schools              | 1350                   | 2000                            | 16:58             |
| St Patrick's Church             | 1357                   | 1200                            | 17:02             |
| Mill Rythe Coastal Village      | 1756                   | 2000                            | 21:58             |

| Bus stops                 | Distance from Site (m) | Preferred Max Walk Distance (m) | Walk Time (mm:ss) |
|---------------------------|------------------------|---------------------------------|-------------------|
| Tournerbury Lane, S-bound | 330                    | 400                             | 04:08             |
| Tournerbury Lane, N-bound | 357                    | 400                             | 04:29             |

- 5.2.7 The results in Table 5.2 show that some amenities are within a 'desirable' walking distance (400m) from the site, these include a Hayling Billy Public House, Co-Operative Foodstore and a restaurant. Many amenities fall within an 'acceptable' walking distance (800m) from the site, including a recreation ground, library, restaurant, health centre, and two churches. Outside of this distance but within the preferred maximum (1200m) are the South Hayling and West Town district centres which includes numerous amenities including shops, restaurants, banks and a post office. Also within the preferred maximum walk distance are a Tesco Express, Sainsbury's Local, pharmacy, community centre and Tournerbury Golf Course. Just outside of the 1200m distance but within a 17-minute walk are the new Lidl store, tennis club, amusement park and St Patrick's Church.
- 5.2.8 Of the five schools/colleges listed, Mengham Infant School and nursery falls within a desirable walking distance (500m), while Mengham Junior School and The Hayling College fall within an acceptable walking distance (1000m). The two Mill Rythe schools fall within the 'preferred maximum' of 2000m. Employment opportunities may be available over time at the various amenities listed above, particularly the foodstores and local businesses in the district centres.
- 5.2.9 The local highway network provides good standard road-side and off-road footways that are naturally conducive to safe walking environments. This is particularly important to walking routes to and from schools. As shown in Table 5.2 all of the local schools are within a 17-minute walk and less than 1400m away from the centre of the site, with all but the Mill Rythe schools being less than a 9-minute and 750m walk away.
- 5.2.10 Table 5.2 also shows that the closest pair of bus stops that facilitate access to local bus services, which are on Church Road opposite and adjacent to Tournerbury Lane, are less than a 5-minute walk away.
- 5.2.11 Given the evidence presented in Figure 2 of TA Appendix B and Table 5.2, walking can be considered to be a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.

### 5.3 Access by Cycle

- 5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport.
- 5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

*'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'*

- 5.3.3 Local Transport Note (LTN) 1/20 *Cycle Infrastructure Design* states similar, in that *'Two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people'*. The National Travel Survey states that in 2019, the average cycling trip took 23-minutes, equivalent to 6,133m (based on an average speed of 16kph), again this being an average with a proportion of respondents cycling a greater distance than this. LTN 1/20 also recognises that lightly trafficked, low speed streets can be conducive to cycling, stating, *'in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds'*.
- 5.3.4 The generally flat topography of Hayling Island is naturally conducive to cycling. Shared cycleways are also present on Langstone Bridge which allows cyclists to avoid the carriageway which is not only safer for cyclists, but it means that they do not impact upon the capacity of the carriageway.
- 5.3.5 A cycling isochrone showing the site's catchment has also been produced using TRACC and is shown as Figure 3 in TA Appendix B. The figure illustrates 2000m, 5000m and 8000m catchment ranges which equate to 10-minute, 25-minute and 40-minute journey times respectively which are based on the somewhat conservative or leisurely cycle speed of 12kph. Anecdotally, commuting cyclists are generally thought to travel at speeds between 15-20kph so a greater catchment may be more realistic. The cycling distances and times to a selection of key local centres of education, employment and amenities, as well as neighbouring areas, are shown in Table 5.3, although the cycle times detailed in the table are based on a cycling speed of 16kph which corresponds with the TRACC default, which the software developer has based on DfT advice. It should be noted that some of the cycle distances differ from the walking distances as cycling along PROWs is typically not allowed unless designated as cycleways, bridleways or byways.

**Table 5.3: Distance and Cycling Time Taken from Site to Local Centres of Employment, Education, Amenities and Neighbouring Settlements**

| Employment/ Education/ Amenity/ Settlement | Distance from Site (m) | Cycle Time (mm:ss) |
|--------------------------------------------|------------------------|--------------------|
| Hayling Billy Public House                 | 335                    | 01:35              |
| Co-Operative Foodstore                     | 425                    | 01:52              |
| Restaurant                                 | 437                    | 01:58              |
| Recreation Ground                          | 538                    | 02:41              |
| Mengham Infant School                      | 541                    | 02:24              |
| Fire Station                               | 583                    | 02:42              |
| St Mary C of E Church                      | 587                    | 02:45              |
| Library                                    | 666                    | 02:49              |
| Restaurant                                 | 684                    | 02:55              |
| Hayling Christian Centre                   | 742                    | 03:05              |
| The Hayling College                        | 770                    | 03:23              |
| Mengham Junior School                      | 772                    | 03:25              |
| Health Centre                              | 855                    | 03:35              |
| Food Takeaway                              | 967                    | 04:00              |
| South Hayling District Centre              | 990                    | 03:52              |
| Sainsbury's Local                          | 1113                   | 04:33              |
| Tournerbury Golf Course                    | 1115                   | 04:31              |
| Pharmacy                                   | 1120                   | 04:31              |
| Lidl                                       | 1303                   | 05:02              |
| CherryIsland Nursey                        | 1378                   | 05:50              |
| Mill Rythe Schools                         | 1411                   | 05:49              |
| Tesco Express                              | 1427                   | 05:43              |
| Hayling Island Community Centre            | 1496                   | 05:56              |
| Tennis Club                                | 1547                   | 06:25              |
| West Town District Centre                  | 1555                   | 05:59              |
| St Patrick's Church                        | 1628                   | 06:34              |
| Amusement Park                             | 1746                   | 07:09              |
| Mill Rythe Coastal Village                 | 1929                   | 07:25              |
| Beachlands/Hayling Golf Club               | 2901                   | 11:04              |
| Stoke                                      | 3258                   | 12:22              |
| Sinah Warren Leisure Club                  | 3480                   | 13:14              |
| Hayling Ferry Terminal                     | 4406                   | 16:50              |
| North Hayling                              | 4532                   | 17:10              |
| Langstone                                  | 6182                   | 23:22              |
| Solent Retail Park                         | 7457                   | 28:07              |
| Langstone Technology Park                  | 7468                   | 28:10              |
| Havant Town Centre                         | 7494                   | 29:03              |
| Tesco Extra                                | 7681                   | 29:17              |
| Solent Trade Park                          | 7782                   | 29:20              |

5.3.6 Figure 3 in Appendix B and Table 5.3 above illustrate that there is a considerable range of local amenities, places of employment, places of education and settlements within the cycle catchment. All of the amenities and centres of employment and education mentioned in the Access on Foot

section are within the 2000m catchment. Most of Hayling Island is within the 5000m catchment including the residential areas of Stoke and North Hayling as well as the Hayling Ferry Terminal.

- 5.3.7 Between the 5000m and 8000m catchment ranges and a 30-minute cycle time, which may be feasible for some residents of the site particularly given the cycle-friendly topography of the island, are Solent Retail Park, Langstone Technology Park, Havant Town Centre, Tesco Extra and Solent Trade Park, all major places of employment.
- 5.3.8 Connection can be made to National Rail services at Havant station which is in the town centre and around a 30-minute cycle ride from the site. The station has 92 CCTV protected cycle storage spaces (source: <http://www.nationalrail.co.uk/stations/HAV/details.html>).
- 5.3.9 The catchment plan and Table 5.3 suggest that cycling will be a viable mode of travel for access to a range of local amenities and places of employment and education.
- 5.3.10 Clearly the site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for some future residents of the site. The potential numbers of walking and cycling trips that the site will generate will be discussed in Section 6 of this report, but clearly the scale of the site is not such that it will disadvantage existing pedestrians and cyclists.
- 5.3.11 The proposed site access point and pedestrian connections will complement the existing pedestrian and cycle infrastructure and provide convenient routes that will follow natural desire lines for future residents of the site.

## 5.4 Access by Public Transport

- 5.4.1 The Chartered Institute of Highways and Transportation (CIHT) document, *Planning for Public Transport in Development* recommends that developments should ideally be located within 400m of a bus stop. As Table 5.2 shows, the stops on Church Road opposite and adjacent to Tournerbury Lane are within this distance. Both stops have flag poles with timetables, while the northbound bus stop comprises seating and shelter to protect waiting passengers from inclement weather. Other stops are located close to the site and provide access to the same services.
- 5.4.2 Table 5.4 below summarises the services that can be accessed via these stops. Timetable information for all the services mentioned above can be downloaded from <https://www.stagecoachbus.com/timetables> with the timetables referenced at the time of writing available on request.

**Table 5.4: Summary of Bus Services in the Vicinity of the Site**

| Bus Service | Route                                            | Weekday (Mon-Fri)     | Weekend               |                    |
|-------------|--------------------------------------------------|-----------------------|-----------------------|--------------------|
| 30          | Havant – Hayling Island Circular (clockwise)     | 2 services per hour   | 1-2 services per hour | 1 service per hour |
| 31          | Havant – Hayling Island Circular (anticlockwise) | 1-2 services per hour | 1-2 services per hour | 1 service per hour |

- 5.4.3 Both circular services link the main residential areas of Hayling Island to Havant town centre with a single service of the number 30 continuing to/from Oaklands School in Purbrook during school opening and closing times. The two services combined provide up to four services per hour in the weekday peak periods. The first number 30 service departs the Church Road bus stops at 06:02 with the last return 31 service departing Havant at 22:00. The two services should be convenient modes of travel for future residents of the site who work at Langstone Technology Park, Solent Retail Park or in Havant town centre. Connection can also be made to National Rail services at Havant station which is a short walk from Havant bus station.
- 5.4.4 The services are operated by Stagecoach with the current fleet including smart ticketing, low floor access, wheelchair access and Wi-Fi. There are however aspirations to upgrade the fleet as part of the emerging Local Plan.
- 5.4.5 An additional no.32 service operates from the Elm Grove stops opposite and adjacent to St Leonards Avenue around a 650m walk from the site. This service is operated by Hampshire Community Transport on a 'pre-book' basis, primarily for people with certain needs. It provides five services per day in each direction between South Hayling and Havant bus station.
- 5.4.6 To demonstrate the accessibility of bus services, an isochrone has been produced using TRACC and is shown as Figure 4 in TA Appendix B which highlights the destinations served by the regular daily bus services in Hayling Island. The calculation involved in producing the catchment plan includes only direct services to destinations within one hour's journey time. A greater range of destinations will be available if passengers make connections to other bus services. The isochrone was produced for the typical commuter hours of 0600-0900 using the National Public Transport Data Repository (NPTDR) dataset for the fourth quarter of 2021 for a typical Monday and includes services accessible only from the six closest bus stops to the site.
- 5.4.7 Figure 4 in TA Appendix B demonstrates that the bus services adjacent to the site provide convenient connections to a number of destinations. As illustrated, the majority of the main population centres on Hayling Island centre can be reached within a 25-minute journey time, while residents will be able to reach Langstone Technology Park and Havant town centre, including the train station and retail parks, within 30-minutes when travelling by bus. Bus travel may therefore be a viable mode of transport and provides a reasonable choice for a number of residents of the site.

- 5.4.8 As mentioned above, Havant train station may be within a reasonable cycling distance for some residents of the site with secure cycle storage available. The station provides regular services to London Waterloo and Victoria, Portsmouth, Southampton, Littlehampton and Brighton. The station is also accessible via the local bus services in conjunction with a short walk between it and the bus station.
- 5.4.9 Hayling Ferry Terminal is within a 23-minute cycle time from the site. The current (at the time of writing) winter timetable available on <http://www.haylingferry.net/> provides 14 Monday to Sunday services to Eastney at 40-110 minute intervals from 0805 until 1850. The last return service from Eastney departs at 1900. This service enables Hayling Island residents to commute to/from Portsmouth with the ferry licenced to carry up to 63 passengers. Many services link to the 25 bus service in Eastney which connects to Portsmouth city centre. The current single ticket fare for an adult is £2.75 with discount available for 10 and 20 trip tickets and for concessions. Contactless payment is available. Bicycles can be carried free of charge with the ferry also forming part of the 14.5 mile long Langstone Harbour Circular Walk and Cycle Ride.

## 5.5 Summary

- 5.5.1 This section of the report has demonstrated that the site is in a sustainable location where a range of local amenities and centres of employment and education are within nationally recognised acceptable walking and cycling distances. The local bus services provide connections to some of the main employment areas and schools making bus travel a viable option for some of the residents of the site.
- 5.5.2 It can be concluded that the proposed development accords to MfS and NPPF guidance including paragraph 105 with the site being in a location that is or can be made sustainable, the principles of Paragraph 110 in terms of promoting opportunities for sustainable travel and it is located and designed to give priority to pedestrian, cycle and public transport movements as per paragraph 112. The proposals also align with NPPF paragraphs 98 and 100 by providing opportunities for physical activity (walking and cycling) and enhancement of PROW.
- 5.5.3 It has also been demonstrated that the site location, design and pedestrian improvements conform to Main Priority 3 of the LTP, TfSH LTP policies A, G, H and M, HBC Core Strategy policies DM11 and DM12 as well as HBC emerging Local Plan policies IN2, IN3, E2 and the permeability requirement of H27.

## 6 TARGETS

### 6.1 Introduction

- 6.1.1 In order for TP measures to be successfully adopted, it is important to set achievable but challenging targets that can be monitored and reviewed at regular intervals. It is difficult to set targets at this stage as they need to be based on the actual travel characteristics of the site which will not be known until a baseline travel survey has been arranged following an agreeable level of occupation. It is expected that the housebuilder behind the future reserved matters application will arrange this baseline survey. However, as the applicant has a commitment to sustainable travel and the TP process, some initial targets can be set based on census data for the local area.

### 6.2 Vehicular Trip Generation

- 6.2.1 The cumulative impact of the development as part of the emerging Local Plan has been assessed by HBC's consultant, Systra, using a microsimulation model. It should however be noted that a development of 395 dwellings at Rook Farm was included in the model rather than the lower quantum of up to 300 dwellings proposed, with the reduced figure fully taking into account on-site constraints and masterplanning opportunities.
- 6.2.2 The traffic flows associated with the emerging Local Plan developments included in the microsimulation model were forecast using TRICS, which is an industry standard trip generation database that includes trip rates derived from actual developments of different land uses. A summary of the weekday peak hour trip rates and resultant trip generation used by HBC's consultant in the microsimulation model are summarised in Table 6.1. Included are the trip generation figures based on the 395 dwellings modelled and the 300 dwellings that outline planning permission is sought for.

**Table 6.1: Trip Rates Applied to Rook Farm and Resultant Trip Generation**

| Time      | Trip Rates |            |       | Trip Generation 395 Dwells |            |       | Trip Generation 300 Dwells |            |       |
|-----------|------------|------------|-------|----------------------------|------------|-------|----------------------------|------------|-------|
|           | Arrivals   | Departures | Total | Arrivals                   | Departures | Total | Arrivals                   | Departures | Total |
| 0800-0900 | 0.124      | 0.362      | 0.486 | 49                         | 143        | 192   | 37                         | 109        | 146   |
| 1700-1800 | 0.351      | 0.161      | 0.512 | 139                        | 64         | 203   | 105                        | 48         | 153   |

- 6.2.3 Based on the 395 dwellings modelled, the Rook Farm development would be expected to generate around 200 two-way trips in the AM and PM peak hours. However the actual development of up to 300 dwellings is likely to generate up to 146 two-way trips in the AM peak and 153 in the PM peak. The AM and PM peak values are equivalent to between 2-3 trips per minute at the site access before dissipating across the local highway network.

### 6.3 Person Trip Generation

- 6.3.1 The HITA includes forecast vehicle trips however detail on person trips/multimodal trip generation is limited. For completeness, and given the importance to travel planning, we can forecast indicative person trips by applying a factor between the TRICS based vehicular trip generation and the 2011 census Method of Travel to Work (MTW) car/van driver figure.
- 6.3.2 The MSOA Havant 016 (E02004777) has been selected as it includes the site and the surrounding residential area. The trip ends for each method of travel have been downloaded from Nomis (<http://www.nomisweb.co.uk>).
- 6.3.3 Several of the transport mode categories have been manually removed from the data for reasons including the observed census trips being very low (e.g. taxi), it being unrealistic that they will be used by residents of the site (i.e. underground, metro, light rail) or they will not generate a trip (i.e. not in employment and working from home).
- 6.3.4 As the vehicular trips were calculated using TRICS, factors have been derived between them and the census car driver trips (1,461). The factors equate to 10.0% for the AM peak and 10.5% for the PM peak. They have then been applied to the other census modes to forecast the likely number of multimodal trips generated by the site. A summary of these multimodal trips is shown in Table 6.2.

**Table 6.2: Forecast Multimodal Person Trips**

| Method of Travel to Work     | Census Trips | Mode %      | AM Trips     | PM Trips     | AM Mode %     | PM Mode %     |
|------------------------------|--------------|-------------|--------------|--------------|---------------|---------------|
| Train                        | 58           | 3%          | 6            | 6            | 3.1%          | 3.0%          |
| Bus, minibus or coach        | 74           | 4%          | 7            | 8            | 3.6%          | 4.0%          |
| Motorcycle, scooter or moped | 28           | 1%          | 3            | 3            | 1.6%          | 1.5%          |
| Driving a car or van         | 1,461        | 76%         | 146          | 153          | 76.0%         | 75.7%         |
| Passenger in a car or van    | 77           | 4%          | 8            | 8            | 4.2%          | 4.0%          |
| Bicycle                      | 63           | 3%          | 6            | 7            | 3.1%          | 3.5%          |
| On foot                      | 158          | 8%          | 16           | 17           | 8.3%          | 8.4%          |
| <b>All Modes</b>             | <b>1,919</b> | <b>100%</b> | <b>192</b>   | <b>202</b>   | <b>100.0%</b> | <b>100.0%</b> |
| <i>Factor</i>                |              |             | <i>10.0%</i> | <i>10.5%</i> | -             | -             |

- 6.3.5 Based on the results in Table 6.2, the site is forecast to generate 192 and 202 total people trips in the AM and PM peaks respectively. Following driving a car being the most frequent method of travel likely to be used by residents of the site, equating to 76%, walking trips will account for 16 and 17 trips in the AM and PM peaks respectively equating to 8% of trips. Car or van passengers will account for 8 trips in each peak equating to 4% of trips. Train passengers and cyclists will account for between 6 and 7 trips each (3%) while the remainder will consist of users of motorised two-wheelers. As the nearest train station, Havant, is around 7.5km away, it is likely that the initial part of the outbound trip and final part of the return journey will be made as a car driver, car passenger, bus passenger or

cyclist. It is not expected that the number of non-car trips will be of a level that would cause capacity issues associated with the respective method of transportation.

## 6.4 Modal Shift Targets

6.4.1 In line with national travel plan guidance, targets should be SMART (Specific, Measurable, Achievable, Realistic and Time-bound). At this stage in the TP process, the most suitable way to set targets will be to suggest a reduction in car or van driver trips with an increase in trips on foot, bike, bus, train and as a passenger in a car or van trips.

6.4.2 It is understood that a reduction in car or van driver trips of 10% is both realistic and challenging, with this 10% split across the four non-car driver modes of transport mentioned above based on their existing proportions. These modes are considered to be sustainable. Table 6.3 displays Gladman's initial targets using the average of the AM and PM peak forecast modal splits shown in Table 6.2 as the base. The green font represents a percentage increase with the red font representing a percentage decrease. It is considered that these initial targets should be achieved within five years of full occupation of the site.

**Table 6.3: Modal Split Targets for Five Years Post Full Occupation**

| User Class              | AM Peak     |               |               |               | PM Peak     |             |             |             |
|-------------------------|-------------|---------------|---------------|---------------|-------------|-------------|-------------|-------------|
|                         | Mode        | Year 1        | Year 3        | Year 5        | Mode        | Year 1      | Year 3      | Year 5      |
|                         | %           | 1%            | 6%            | 10%           | %           | 1%          | 6%          | 10%         |
| Train                   | 3.1%        | 3.3%          | 4.0%          | 4.5%          | 3.0%        | 3.1%        | 3.8%        | 4.3%        |
| Bus, minibus/ coach     | 3.6%        | 3.8%          | 4.6%          | 5.3%          | 4.0%        | 4.1%        | 5.0%        | 5.7%        |
| Motorcycle/ scooter     | 1.6%        | 1.6%          | 1.6%          | 1.6%          | 1.5%        | 1.5%        | 1.5%        | 1.5%        |
| Driving a car or van    | 76.0%       | 75.0%         | 70.0%         | 66.0%         | 75.7%       | 74.7%       | 69.7%       | 65.7%       |
| Passenger in a car/ van | 4.2%        | 4.4%          | 5.3%          | 6.0%          | 4.0%        | 4.1%        | 5.0%        | 5.7%        |
| Bicycle                 | 3.1%        | 3.3%          | 4.0%          | 4.5%          | 3.5%        | 3.6%        | 4.4%        | 5.0%        |
| On foot                 | 8.3%        | 8.7%          | 10.6%         | 12.1%         | 8.4%        | 8.8%        | 10.6%       | 12.1%       |
| <b>Total People</b>     | <b>100%</b> | <b>100.0%</b> | <b>100.0%</b> | <b>100.0%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> |

6.4.3 Table 6.3 presents the up to five year targets of circa 12% of trips to be made on foot, 6% to be made as a car passenger and circa 4-5% via train, bus and bicycle with reduction in driving a car or van to 66%. It is hoped that the TP co-ordinator, to be discussed in the next section, will arrange a repeat travel survey after this five-year timescale to assess whether the targets have been achieved, then new targets can be established. Timescales can also be set for further surveys and targets.

6.4.4 It is recommended that the initial targets are adjusted based on the baseline travel survey as this will provide more accurate, up-to-date and site specific travel patterns rather than using census derived modal split data.

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## 7 MEASURES

### 7.1 Introduction

- 7.1.1 It is important that TP measures are appropriate for the development and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.
- 7.1.2 Not only should the measures be realistic but it is important that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly the eventual TP Co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.
- 7.1.3 As the TP progresses, liaison will be made with local schools and businesses as it may be possible to somewhat integrate proposed measures with existing ones already in place, or soon to be implemented, by third-parties, given the common goal.
- 7.1.4 This section will present potential measures to help achieve the targets set in Section 6. Some of these measures will be collective and apply to all modes of sustainable transport while others will be specific to each mode.

### 7.2 Local Plan Mitigation

- 7.2.1 HBC has devised a highways mitigation package and a non-highways mitigation package. Further details are provided in the HITA, HITA Addendum and the TA. The highway package consists of physical measures to improve the operation of the highway network which includes several measures which will be beneficial to sustainable travel including pedestrian and cycle crossing improvements, improved bus stops and a speed limit reduction of the A3023.
- 7.2.2 The non-highway mitigation package includes 'softer' green measures including cycle route improvements, further bus stop improvements, bus fare subsidies, bus fleet replacement and footpath upgrades.
- 7.2.3 It will be expected that the applicant will contribute to such improvements at a level that is commensurate to the scale of the site.

### 7.3 Reducing the Need to Travel

- 7.3.1 Section 5 of this TP has described how the site is well-located in terms of being within walking and cycling distance to local amenities. It also demonstrated how bus services may provide viable and convenient modes of travel for some residents. Furthermore, the site's access strategy, particularly with regards to its permeability for pedestrians, maximises the potential for the attractiveness of travel via sustainable modes by providing convenient connections along natural desire lines. The site

will also offer a section of public open space and play areas which themselves will become new local amenities.

- 7.3.2 Sections 4 and 5 have stated that the existing and proposed local highway network is/will be conducive to walking, with well-lit footways and scenic PRoWs for pedestrians as well as there being a variety of cycle routes. New footway will be provided internally through the site connecting to existing and proposed infrastructure, including the existing PRoW network.
- 7.3.3 Development of the site could also see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. The travel restrictions imposed during the Covid-19 pandemic saw a considerable increase in working from home, with many employers likely to be further supportive of working from home on a full or part-time basis. The housebuilder behind any future reserved matters application is likely to incorporate home working facilities into the properties.
- 7.3.4 In addition, the emergence of home deliveries from large supermarkets and online retailers has the potential to further reduce the need for travel. There is an opportunity for the housebuilder to promote these alternatives and raise awareness of the potential time, cost and environmental savings of home deliveries, both in relation to the large supermarket chains including Sainsbury's, Asda, Tesco, Morrisons and Waitrose, as well as online retailers such as Ocado and Amazon. Many of these retailers allow purchases to be delivered on a specific day and some between a specific time window to ensure that someone is home to accept the delivery. Alternative delivery addresses and locations can also often be specified.

## 7.4 Welcome Packs

- 7.4.1 Welcome packs will be provided for each new residence upon first occupation and will be produced by the housebuilder with input from HCC. These packs will be essential to educating and informing future residents of both the sustainable transport modes available to them and the benefits they can have for them and their families including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this TP aims to achieve. Typically, the content of such welcome packs include:

- Introduction to the TP concept dealing with objectives and benefits;
- Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
- Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
- Public transport route maps and timetables; and
- Details of the TP Co-ordinator.

- 7.4.2 It is acknowledged that HCC provides advice on travel information packs and has a personal journey planning website [www.myjourneyhampshire.com](http://www.myjourneyhampshire.com) which could be used by a TP co-ordinator as a useful resource that can aid the preparation of such packs.

## 7.5 Other Methods of Awareness Raising and Marketing

- 7.5.1 Aside from welcome packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:
- Personalised travel planning for families and individuals, often arranged by the TP Co-ordinator;
  - Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with website such as *Twitter*, *Facebook* and *Nextdoor* having mass appeal and membership, yet having localised content and discussion groups;
  - Set-up of travel notice boards in communal areas displaying information such as lists of sustainable travel websites, local taxi services and car clubs; and
  - Promotion of events such as *National Bike Week* and *Living Street's* series of walking events including *Walk to Work Week* and *Walk to School Week*.

## 7.6 Measures to Encourage Walking

- 7.6.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (<https://www.nhs.uk/live-well/exercise/>). The 150 minutes could be achieved by walking leisurely for 30 minutes per day, five days a week, or briskly for 10 minutes per day (<https://www.nhs.uk/live-well/exercise/walking-for-health/>). Furthermore, recent research from the University of Cambridge has discovered that just a brisk 20-minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (<http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity>).
- 7.6.2 Potential measures to encourage walking include the following:
- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
  - Promote the local walking routes available (through welcome packs and notice boards) including off-road PROWs;
  - Ensure the clear signage of pedestrian routes within and adjacent to the site;

- Promotion of a 'walking buddy' scheme (through welcome packs, notice boards and social media); and
- Promotion of useful walking websites (through welcome packs, notice boards and social media) such as <https://www.livingstreets.org.uk/> and <https://walkit.com/>.

## 7.7 Measures to Promote Cycling

7.7.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits.

7.7.2 The NHS website (<https://www.nhs.uk/live-well/exercise/cycling-for-beginners/>) outlines the health benefits of cycling stating that, '*For health benefits, adults and older adults should do at least 2 hours and 30 minutes (150 minutes) of moderate-intensity activity each week...A 30-minute ride will count towards your recommended weekly activity target*'.

7.7.3 The website also makes the pertinent point that cycling has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment. It is expected that the housebuilder will include provision for cycle storage for each dwelling. Potential measures to encourage cycling include the following:

- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;
- Promote the local cycling routes available and cycle storage facilities at key destinations such as in district centres (through welcome packs and notice boards);
- Promotion of events such as *National Bike Week* ([www.bikeweek.org.uk](http://www.bikeweek.org.uk)) and *Cycle to Work Day* (<http://www.cycletoworkday.org/>);
- Promotion of a Bicycle User Group (BUG) (through welcome packs, notice boards and social media) which could include cycle proficiency courses;
- Discounts on cycles and cycle accessories from local retailers;
- Encouragement of residents to check with their employers to see if they offer a cycle to work scheme; and
- Promotion of other useful cycling websites (through welcome packs, notice boards and social media) such as <https://www.sustrans.org.uk/>, <https://www.cyclinguk.org/> and <https://www.lovetoride.net/uk?locale=en-GB>.

## 7.8 Measures to Encourage Public Transport

7.8.1 Public transport use and accessibility is an important element of TPs. Bus and rail transport can often be effective options for many trip types, particularly mid to long distance journeys. Section 5 of this report has demonstrated that bus travel should be a suitable and convenient mode of transport for some residents of the site.

7.8.2 The key measure to promote public transport use will be through the provision of route and timetable information in welcome packs, on notice boards and at the stops themselves. Discount tickets or other fare incentives, as mentioned above, could be provided in welcome packs for a period of time.

7.8.3 There are a number of useful public transport websites which can be promoted through welcome packs, notice boards and social media. Some of these websites include, but are not limited to:

- <http://solentgo.co.uk/>;
- <https://www.plusbus.info/>;
- <https://www.stagecoachbus.com/>;
- <https://www.haylingferry.net/>; and
- <https://www.southwesternrailway.com/>.

7.8.4 It is expected that as the TP progresses, liaison will be made with local public transport operators in order to maximise the awareness of, and accessibility to, public transport.

## 7.9 Measures to Reduce Single Occupancy Car Trips

7.9.1 Car/lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites including the following:

- Liftshare (<https://liftshare.com/uk/>);
- BlaBlaCar ([www.blablacar.com](http://www.blablacar.com)); and
- GoCarShare (<http://gocarshare.com>).

7.9.2 The Liftshare websites enable users to register and search for lifts in their area. Users typically have to be over 18 years of age but do not always have to have driving licences (as passengers). Websites such as these can be promoted through welcome packs, notice boards and social media.

7.9.3 Residents could also manage their own lift sharing as many residents will travel to destinations within close proximity of each other such as Havant, Portsmouth, Waterlooville, Fareham, Chichester and Southampton. This could be managed through a residents' committee or by the TP Co-ordinator.

## 7.10 Measures to Encourage Low Emission Vehicle Use

7.10.1 It has been well publicised in the national media in recent years that car manufacturers are actively investing in low emission technologies such as electric hybrid engines and fully electric engines, with central government due to impose a ban on the sale of new petrol and diesel engine vehicles in 2030. The purchase prices of such low emission technologies are becoming more in line with standard petrol and diesel engine vehicles, with some manufacturers setting targets to fully switch to electric vehicle or hybrid production only.

- 7.10.2 To encourage the use of electric vehicles the applicant is willing to accept a condition requiring the housebuilder to provide sufficient electrical infrastructure to facilitate electric vehicle charging ports to be installed on the site.

## 7.11 Cost Acknowledgement

- 7.11.1 It is acknowledged that HCC typically requests estimated costs for each measure but given that the housebuilder will have their own preferred measures, which are likely to include, but not be limited to, some of the measures outlined above, it will be more appropriate to present such costs in the full TP which will be submitted at the reserved matters stage. As stated in the Introduction, Gladman will be willing to accept a suitably worded condition as part of this outline application, that requests such information, as well as definitive targets and measures, as part of a full TP to be submitted at the reserved matters stage. Some indicative costs are however presented in the following section.

## 8 MANAGEMENT, MONITORING AND REVIEW

### 8.1 Management

- 8.1.1 The overall responsibility for the TP will initially lie with the housebuilder behind the potential reserved matters application from the first construction of the development to a 'trigger point' to be agreed with HCC. Following this, the TP will become the responsibility of a TP Co-ordinator, site management company or residents' association.

### 8.2 Appointment of a Travel Plan Co-ordinator

- 8.2.1 It is envisaged that the housebuilder behind the reserved matters application will appoint a Travel Plan Co-ordinator (TPC) prior to construction. The TPC will inherit the day-to-day responsibility for ensuring that the TP is regularly monitored, reviewed, updated and evolved. They will be tasked with implementing and marketing the TP measures, monitoring the uptake of the measures by arranging travel surveys at regular intervals to be agreed with HCC, assessing whether targets have been met, reviewing and updating the targets based on survey results and liaising with HCC and public transport operators.
- 8.2.2 It is expected that the TPC will initially be an employee of the end housebuilder and that they will arrange a steering group to assist with future development of the TP. Such a steering group can then take ownership of the TP at the end of the five-year period.

### 8.3 Monitoring and Review

- 8.3.1 It is important that the TP is monitored at regular intervals to assess its success and help to evolve it. It is also important that a suitable response rate is achieved during each round of surveys with HCC normally suggesting 35% as a minimum response rate. It will be expected that the end housebuilder will need to achieve such response rates.
- 8.3.2 It is envisaged that the developer behind the reserved matters application will commit to monitor the TP at regular intervals over a period of time and will most likely be post 100% occupation.
- 8.3.3 The TP will need to be reviewed at regular intervals after monitoring is complete. The review should remove any unsuccessful incentives and replace them with measures that will help to achieve the TP targets. If the TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to address any failing aspects of the TP. Any changes to the TP will need to be made in agreement with HCC.

### 8.4 Interim Action Plan

- 8.4.1 As part of the present outline planning application, an interim action plan is proposed, to detail the actions likely to be undertaken following the sale of the site to a housebuilder. It should however be

noted that this is only indicative at this outline stage as the end housebuilder is likely to offer its own action plan at the reserved matters stage as part of a Full Travel Plan which may provide more detailed information on the TP actions and measures.

- 8.4.2 The interim action plan presented in Table 8.1 below also includes indicative costs for various measures.

Table 8.1: Interim Action Plan &amp; Indicative Costs

| Item                  | Measure                                                                                                               | Timescale                                                                                                       | Responsibility   | Funding/ Indicative Budget Cost(*)                                                                                                                          | TP Specific |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| Public Transport      | Provision of bus and rail timetable information to residents in Welcome Pack                                          | Prior to first occupation                                                                                       | TPC              | TPC staff time                                                                                                                                              | Yes         |
|                       | Liaison with public transport operators to negotiate discounted tickets                                               | Within 1 year of first occupation                                                                               | TPC              | TPC staff time                                                                                                                                              | Yes         |
|                       | Local Plan mitigation package contribution (public transport improvements)                                            | To be agreed                                                                                                    | HCC/HBC          | Developer funding (S106) TBC                                                                                                                                | No          |
| Walk/ Cycle           | TPC to establish cycle action plan                                                                                    | Prior to first occupation                                                                                       | TPC              | TPC staff time/ developer funding circa £2,000                                                                                                              | Yes         |
|                       | Liaison with local cycle retailers to negotiate discounted cycles and cycling equipment                               | Within 1 year of first occupation                                                                               | TPC              | TPC staff time                                                                                                                                              | Yes         |
|                       | Include literature on local walking and cycling routes and the health benefits of walking and cycling in Welcome Pack | Prior to first occupation                                                                                       | TPC              | TPC staff time                                                                                                                                              | Yes         |
|                       | Participate in National Bike Week and other cycle promotion initiatives                                               | Within 1 year of first occupation                                                                               | TPC              | TPC staff time/ developer funding circa £1,000                                                                                                              | Yes         |
|                       | Local Plan mitigation package contribution (walking & cycling improvements)                                           | To be agreed                                                                                                    | HCC/HBC          | Developer funding (S106) TBC                                                                                                                                | No          |
|                       | Pedestrian link to H28 Fathoms Reach and local PRoW network west of site                                              | Prior to first occupation                                                                                       | Developer        | Developer funding (S38) TBC                                                                                                                                 | No          |
|                       | New footway on St Mary's Road opposite site frontage                                                                  | Prior to first occupation                                                                                       | Developer        | Developer funding (S278) TBC                                                                                                                                | No          |
|                       | Improved uncontrolled crossing facilities at Church Road/ Elm Grove/ St Mary's Road/ Tournembury Lane junction        | Prior to first occupation                                                                                       | Developer        | Developer funding (S278) TBC                                                                                                                                | No          |
|                       | White lined safety zone through St Mary's Road public car park                                                        | Prior to first occupation                                                                                       | Developer        | Developer funding (S278) TBC                                                                                                                                | No          |
| Car Share             | Promotion of Liftshare website through Welcome Pack and other promotional initiatives                                 | Prior to first occupation                                                                                       | TPC              | TPC staff time/ developer funding circa £1,000                                                                                                              | Yes         |
| Marketing             | Production of Travel Welcome Pack and issued to each household upon occupation                                        | Prior to first occupation and ongoing                                                                           | TPC              | TPC staff time/ developer funding circa £1,000 plus printing costs of circa £400                                                                            | Yes         |
|                       | Inclusion of TP information in marketing suite                                                                        | Prior to first occupation and ongoing                                                                           | TPC/ Sales staff | TPC staff time/ developer funding circa £500                                                                                                                | Yes         |
|                       | TP online resources such as website and Facebook/Twitter account to be established and promoted                       | Prior to first occupation and ongoing                                                                           | TPC/ Sales staff | TPC staff time/ developer funding circa £350                                                                                                                | Yes         |
| Management            | Residential TPC to be appointed                                                                                       | 3 months prior to first occupation                                                                              | Developer        | Developer funding. Suggested sufficient budget for first 5 years from occupation £30,000                                                                    | Yes         |
|                       | TPC to establish contact with HCC TP officer                                                                          | Prior to first occupation                                                                                       | TPC              | TPC staff time                                                                                                                                              | Yes         |
|                       | Full TP document to be issues and agreed with HCC                                                                     | Prior to first occupation                                                                                       | Developer/ HCC   | TPC staff time                                                                                                                                              | Yes         |
| Monitoring and Review | Provisional date for AM peak hour vehicle traffic count survey based on sales projections                             | Prior to first occupation                                                                                       | TPC/ Sales staff | TPC/ Sales staff time                                                                                                                                       | Yes         |
|                       | AM peak hour vehicle traffic count survey to be undertaken and subsequently analysed                                  | Within 3 months of occupation of 50 houses then annually until 5 years after first occupation                   | TPC              | TPC staff time/ developer funding circa £3,000                                                                                                              | Yes         |
|                       | Residential travel questionnaire                                                                                      | Within 3 months of occupation of 50 houses then annually until 5 years after first occupation                   | TPC              | TPC staff time/ developer funding circa £500, printing costs circa £80 per year plus £500 per year towards a completion incentive such as shopping vouchers | Yes         |
|                       | Preparation of Annual Monitoring and Review report to Council                                                         | Within 1 month of first year's anniversary of first occupation, then annually for 5 years from first occupation | TPC              | TPC staff time                                                                                                                                              | Yes         |
|                       | Monitoring meeting with HBC, HCC, public transport operators and representatives of residents                         | One, three and five years after first occupation                                                                | TPC              | TPC staff time/ developer funding circa £1,000                                                                                                              | Yes         |

\* All costs are indicative estimates only. Costs are to be agreed at reserved matters stage in conjunction with the production of the full TP.

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